

TUCKAHOE RAILROAD STATION  
Columbus Avenue & Main Street  
Tuckahoe  
Westchester County  
New York

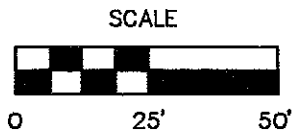
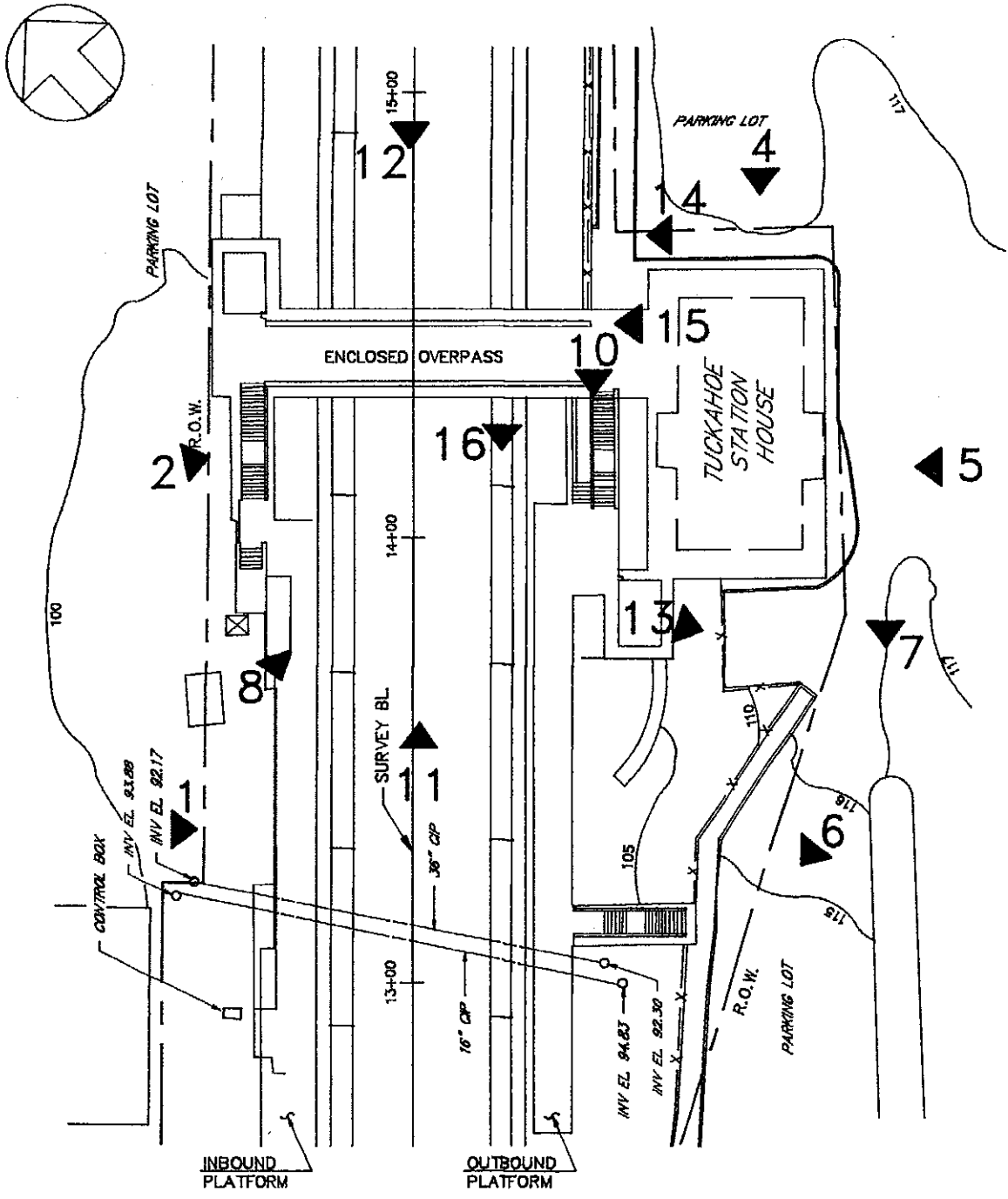
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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY  
MID-ATLANTIC REGION, NATIONAL PARK SERVICE  
DEPARTMENT OF THE INTERIOR  
PHILADELPHIA, PENNSYLVANIA 19106



	METRO-NORTH COMMUTER RAILROAD
MID-HARLEM STATION IMPROVEMENTS	
CONTRACT NO. 7388	
TUCKAHOE STATION HOUSE	
	VONCE CONTRACTING COMPANY, INC.
Goodkind & O'Dea, Inc.	
CONSULTING ENGINEERS	

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HISTORIC AMERICAN BUILDINGS SURVEY

TUCKAHOE RAILROAD STATION

HABS No. NY-6291

Location: Depot Square  
Tuckahoe, Westchester County, New York

USGS Mt. Vernon Quadrangle, Universal Transverse Mercator  
Coordinates: 18.598540.4533660

Present Owner: Penn Central Corporation  
1 East 4th Street  
Cincinnati, Ohio 45202

Present Occupant: Metro-North Commuter Railroad Company  
347 Madison Avenue  
New York, N.Y. 10017  
[Metro-North has a lease on the station lasting until the  
year 2032.]

Use: Railroad Station (waiting room with ticket office,  
baggage elevator structures, platforms, bridge, and  
stairs)

Significance: The Tuckahoe Station of the former New York Central and  
Hudson River Railroad's Harlem Branch is significant as  
one of the oldest and one of the most interesting  
surviving railroad stations in Westchester County. It  
was erected during the period in the first decades of the  
twentieth century when southern Westchester County was  
developing into a populous suburb of New York City. It  
was the presence of the railroad lines from New York  
City's Grand Central Terminal, with stops at such  
communities as Tuckahoe, that brought suburban development  
to the area. The present station at Tuckahoe was erected  
in 1901, to the designs of Minnesota architects and  
railroad station experts Reed & Stem, who were, two years  
later, to receive the commission for the design of Grand  
Central Terminal. The building received minor alterations  
and the addition of baggage elevator structures in c.1912,  
in response to the electrification of the rail line and  
the construction of new platforms set below grade level.  
The building is a handsome yellow brick structure with  
beige brick trim and Renaissance-inspired terra-cotta  
detail and its interior contains original wood paneling,  
enameled bricks, benches, and other features.

PART 1: HISTORICAL INFORMATION

A. Physical History

1. Date of erection: 1901

2. Architect: Reed & Stem. The architectural firm of Reed & Stem was based in St. Paul, Minnesota and was responsible for over one hundred American railroad stations. Charles A. Reed (1857-1911) was a graduate of M.I.T. In the mid-1880s, he formed a partnership with Allen H. Stem (1856-1931) who attended the Indianapolis Art School and received his architectural training in the office of architect J.H. Stern. The firm designed several notable buildings in St. Paul, including the Civic Auditorium, Athletic Club, and St. Paul Hotel. Before beginning work for the New York Central Railroad, Reed & Stem designed buildings for the Great Northern, Great Western, Northern Pacific (including stations at Bismark, North Dakota and Missoula and Livingston, Montana), and Michigan Central railroads. Charles Reed was the brother-in-law of the New York Central's chief engineer, William J. Wilgus and it is probably through Wilgus that Reed & Stem became involved with the railroad. Among Reed & Stem's New York Central stations in Westchester are Tuckahoe, Scarsdale, and all of the stations on the former New York, Westchester & Boston line (surviving examples are East 3rd Street in Mount Vernon, Quaker Ridge, Heathcote, and Port Chester). Reed & Stem also designed the New York Central's station at Troy and received the commission for Grand Central Terminal (this project was completed with Warren & Wetmore).

3. Original and subsequent owners: The station was erected by the New York Central and Harlem River Railroad. In 1968, the New York Central merged with the Pennsylvania Railroad to create the Penn Central Corporation. In 1972, the Penn Central's suburban rail lines, including the Harlem Line, with its station at Tuckahoe, were leased to the Metro-North Commuter Railroad for a period of sixty years.

4. Contractor: Unknown.

5. Original plans and construction: The Tuckahoe Station is a yellow brick building with beige brick and terra-cotta trim and a Spanish tile roof on the exterior. On the interior the building has original paneled wood siding, plaster walls and ceiling, built-in benches, and enameled brick detail. The interior consists of a waiting room at the north end, rest rooms and a ticket office in the center, and a baggage room at the south end. When the station was erected in 1901, the tracks were on grade level.

6. Alterations and additions: 1909-12. Coincident with the electrification of the Harlem Line, minor alterations occurred to the station and major alterations and additions occurred to the platforms. These changes included:

- a. the removal of the grade level tracks and the construction of concrete station platforms below grade level;
- b. the construction of steel stairs leading from the street level to the platforms and the construction of a steel bridge connecting the station on the northbound platform with the southbound platform;
- c. the conversion of the central window on the east wall of the waiting room into a door and the removal of a portion of the built-in bench that was in front of this window;
- d. the conversion of the window on the east side of the baggage room into a door to correspond with the original baggage room doors;
- e. the construction of two baggage elevator structures clad with yellow brick with beige brick trim designed to match the design of the station.

1927. A canopy was erected over the station bridge

The length of the station platforms has been extended several times. The most significant platform alterations occurred in 1971 when raised platforms were constructed. The raised platform extends around the original platform canopy posts.

#### B. Historical Context

Prior to the arrival of the railroads, Westchester County was a series of small independent communities separated by farmland and rural estates. The opening of rail lines connecting the towns and villages of Westchester with New York City was to irrevocably change the character of this county. On April 25, 1831, the New York and Harlem Railroad was incorporated with a planned run between New York City and the town of Harlem in northern Manhattan. Service to White Plains was soon inaugurated. It was the advent of reliable train service between Westchester and New York City that brought about the suburban development of the county. The original railroads were modest single-track lines with small wooden stations. As demand for service increased the rail lines were widened, tracks added, and imposing new stations erected. Most of the stations now in use in Westchester date from the last years of the nineteenth century or the first decades of the twentieth century; all of Westchester's Harlem Line stations south of White Plains date from the early twentieth century.

The village of Tuckahoe in the town of Eastchester was one of the first communities to develop along the Harlem line. The village grew as a direct result of the presence of rich beds of Tuckahoe marble. Tuckahoe marble was the building material for some of the most prestigious structures in the New York area prior to the Civil War. Among the

notable structures built of Tuckahoe marble are the New York County Courthouse ("Tweed Courthouse"), Colonnade Row, and the A.T. Stewart Store, all in New York City. Because of the presence of the marble quarries, Tuckahoe grew into a working-class community. This remained true through the late nineteenth century and into the twentieth century as a variety of industries located in the area. This is evident to the northwest of the station where there is a large concrete factory built by a rubber company and more recently used by Revlon (the building is now vacant). In the early twentieth century suburban homes also began to appear in Tuckahoe. The station was erected in the center of town, near what was a small commercial area. There are now more commercial buildings, as well as the former Village Hall, near the station. The Village Hall, built c.1910 immediately across from the station, uses yellow brick of a similar color to that on the station.

## PART II: ARCHITECTURAL INFORMATION

### A. General Statement

1. The Tuckahoe Station, consisting of a station building designed in 1901 and platforms from 1909, is an important early twentieth century Westchester railroad station. The station is one of the oldest on the southern section of the Harlem line and is an important visual presence on Depot Square in the heart of Tuckahoe's commercial district. There are a number of interesting features at the Tuckahoe Station, including the use of yellow and beige brick, the extensive wood paneling and enameled brick on the interior, the sunken platforms with concrete walls, and the baggage elevator structures.

2. Condition of the fabric: The building was given a general visual inspection and appears to be in good condition.

### B. Description of the Exterior

1. Overall dimensions: The Tuckahoe Station is a one-story structure. The building is cross-shaped, with shallow arms. The station is 57'5 7/8" long; 27'8" wide at the north and south ends; and 38'8" wide at the arms of the cross.

2. Foundations: concrete.

3. Walls: The building is faced with yellow brick with a high beige brick base, and beige brick and terra-cotta detail.

4. Structural system: The building has masonry bearing walls and a wood frame roof.

5. Chimneys: There is a single chimney rising above the roof near the south end of the building. The chimney has two brick stacks connected by a brick segmental arch.

6. Openings:

a. Doorways and doors: The entrance and baggage doors are all original. The main entrance is through the east door, added during the 1909-12 alterations. Other entrance doors are in the center of the north facade and on the west facade. These wooden doors each have three panels and a twelve-light transom. The three baggage room entrances have paneled wooden double doors, crowned by transoms.

b. Windows: All of the waiting room windows originally had 12x1 wooden sash. This sash survives on most of the windows (some have been altered to 12x2). The ticket office on the west side and the corresponding women's room on the east side have five windows each, most with original 6x1 wooden sash windows. There is a narrow 2x1 women's room window on the east facade and a 6x1 men's room window on the west facade. The south elevation has two fixed twelve pane windows. Several windows are set within terra-cotta egg-and-dart frames.

There is no notable hardware on any of the openings.

7. Roof: The station has a hip roof clad with Spanish tiles. The roof projection is shallow and has bracketed wooden eaves.

8. Platforms: In 1909-12, when the Harlem line was electrified new sunken platforms were built. The northbound platform has a high concrete retaining wall capped by an iron fence. Near the north end of the platform, this wall is stamped "1910." The platforms have been extended over the years and in 1971 raised platforms were installed.

9. Bridges, stairs, and canopies: A steel bridge crosses the tracks, connecting the station with the platforms. A one bay long wooden canopy extends from the west waiting room entrance to the bridge. This canopy has square wooden posts with chamfered corners and simple struts. It has a flat wooden ceiling with bracketed eaves. The canopy continues on the bridge with steel posts, beams, and brackets and a gently sloping roof with a wood beamed ceiling (this canopy dates from 1927). A single south-facing steel staircase with concrete treads leads down to each platform. The stairs have canopies and pipe railings; the northbound canopy is wood, the southbound steel.

Towards the south end of the northbound platform is a stair leading to the street. This stair has a wooden canopy.

There are concrete stairs at the north end of the platforms leading to a bridge that carried Main Street over the tracks.

The only old platform canopy is located on the southbound platform. It consists of eleven steel piers with steel brackets and a later corrugated

peak roof. The bases of the piers have been covered by raised platforms.

10. Elevators. In 1910, a structure to house a baggage elevator was erected on each platform. On the northbound platform, the structure has a concrete base (marked "1910") with entrance: above the base is a yellow brick pavilion with beige brick trim, a hip roof with asphalt shingles, small multi-paned fixed wooden sash, and an entrance facing north. The pavilion on the southbound platform is constructed entirely of brick, but is otherwise similar in design to that on the northbound platform. The elevators no longer function and the doors have been covered with metal security gates.

### C. Description of Interior

#### 1. Floor plan:

a. Cellar: Most of the land beneath the station remains unexcavated. The cellar is located under the central cross arms of the building. It is reached via a wooden stair.

b. Main floor: The floor plan of the building is largely original. The waiting room is in the north end of the building. The ticket office is in the west arm of the cross and the women's room (consisting of an outer area and smaller toilet room) is the east arm. A hall is located between these two rooms and connects the waiting room with the baggage room. A small sink and the stairs to the cellar are on the left side of the hall and the men's toilet is to the right. (Note: the interior of the baggage room was not examined)

2. Flooring: The waiting room, hall, ticket office, and toilets have green and orange terrazzo floors with borders of green and orange tile; the cellar has a concrete floor.

3. Wall and ceiling finishes: The walls of the waiting room and hall have painted wood paneling up to the cornice line. This paneling rests on a base consisting of five courses of enameled white brick. The plaster ceiling of the waiting room is divided into panels by wooden beams. The outer room of the women's toilet has plaster walls with a wooden chair rail and a plaster ceiling. The men's and women's toilet rooms have marble wainscot and plaster upper walls and ceilings. The ticket office has plaster walls and ceiling. The cellar has concrete walls and ceiling.

4. Doors and doorways: The interior doors are original. The inner faces of the north and west entrance doors are notable for the pattern made by metal bosses on the kick plates. The doors to the women's and men's toilets, ticket office, baggage room, and cellar have single large panels set above two smaller panels. All of the doors are set within wooden frames.



5. Windows: All of the windows are set within wooden frames.
6. Hardware: Most of the original hardware has been removed or replaced. The only notable piece of hardware is an old knob with foliate detail at the cellar door.
7. Mechanical equipment: There is a small boiler in the cellar that is not original. A pair of original radiators is located in the center of the waiting room. There is a single radiator in each of the other rooms. All of the original plumbing fixtures have been replaced in the toilets.
8. Furnishings: The east, west, and north walls of the waiting room contain built-in wooden benches with cast-iron arm rests. There is a built-in shelf beneath the ticket window. The ticket office contains built-in cabinets, a shelf running around the west and south walls, and an old clock.

D. Site

1. General setting and orientation: The Tuckahoe Station faces east towards Depot Square and the commercial center of Tuckahoe. Depot Square contains a small war memorial, modest plantings, and several benches. Immediately to the east, across Oak Avenue, is the old Village Hall constructed c.1910 with yellow brick similar to that found on the station. Elsewhere in the area are small commercial buildings. A large vacant concrete factory is located to the northwest of the station. Main Street crosses the tracks near the north end of the station platforms.

PART III: SOURCES OF INFORMATION

A. Original Architectural Drawings

Many original drawings of the Tuckahoe Station have been preserved on microfiche (the originals are not extant). These drawings include plans, elevations, sections, structural details, interior details, etc. The microfiche collection is in the possession of Metro-North and is housed at Grand Central Terminal, New York, New York.

B. Early Views

None located.

C. Bibliography

1. Primary and unpublished sources:  
Larson, Neil. "Westchester County Railroad Station Thematic Nomination, National Register of Historic Places Inventory--Nomination Form," unpublished draft report, n.d.
2. Secondary and published sources:

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French, Alvah P., ed. History of Westchester County New York (NY: Lewis Historical Publishing Co., 1925).  
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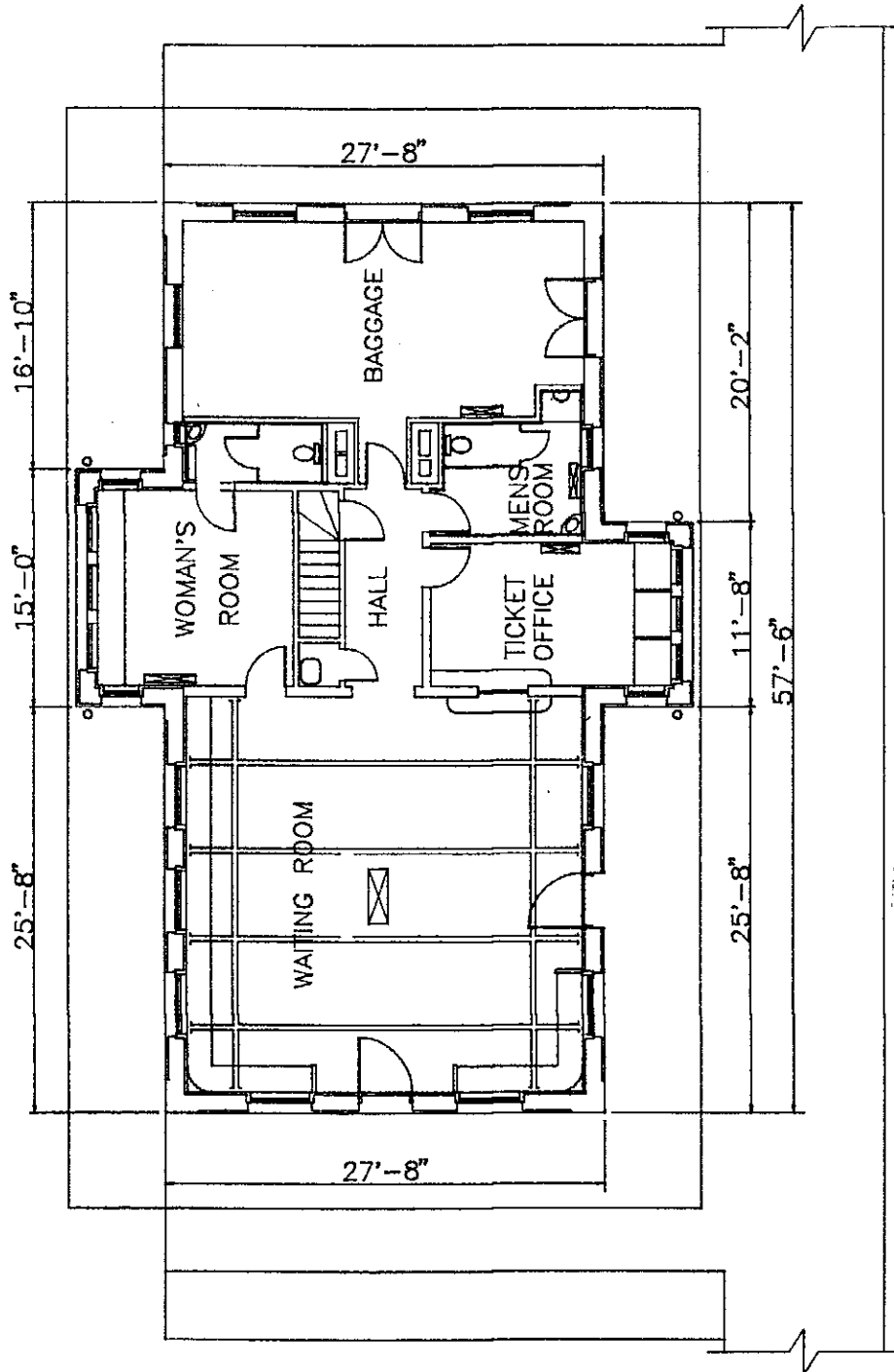
D. Likely Sources Not Yet Investigated

We have been unable to locate any archival material from the New York Central Railroad. If such material exists there may be further information about this station.

PART IV: PROJECT INFORMATION

The objective of this project, known as the Mid-Harlem Station Improvements in Westchester County, New York, is to provide modern, functional, and attractive facilities for Metro-North passengers at the Tuckahoe Station and seven other Harlem line stations. Changes to the Tuckahoe Station include modifications to the platform areas, the addition of platform canopies and passenger shelters, rehabilitation of the existing overpass, and the incorporation of features to improve accessibility for the handicapped and elderly. The station itself will not be altered. Documentation was completed as mitigation before alterations occurred. The Federal agencies involved are the Urban Mass Transportation Administration and the National Park Service (Mid-Atlantic Regional Office) of the Department of the Interior. Records were prepared in August 1988.

Prepared by Andrew S. Dolkart and Mary Dierickx  
Title: Consultants  
Affiliation: Consultants to Goodkind & O'Dea,  
Engineers & Planners  
Date: August 1988



METRO-NORTH COMMUTER RAILROAD

MID-HARLEM STATION IMPROVEMENTS

CONTRACT NO. 7368

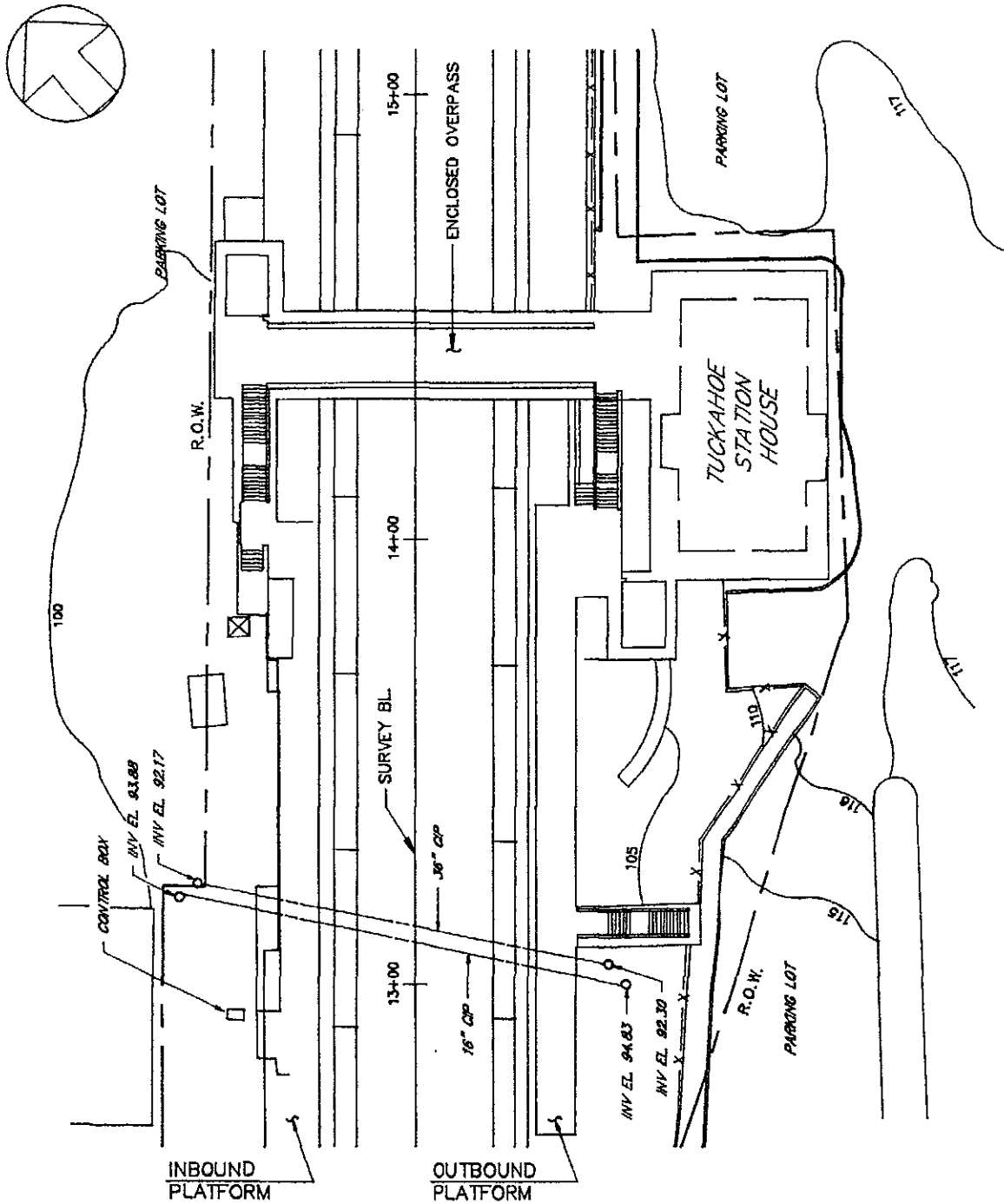
TUCKAHOE STATION HOUSE



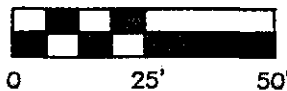
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ARCHITECTS



SCALE



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